

NEW YORK HERALD.

JAMES GORDON BENNETT,
PROPRIETOR AND EDITOR.

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AMUSEMENTS THIS EVENING.

BOHEMIAN THEATRE, Bowery—Civilization—Romantic.

BROADWAY THEATRE, Broadway—Civilization—A.

NIBLO'S, Broadway—Marianello.

BURTON'S THEATRE, Chambers Street—Servants.

THE THEATRE OF THE CITY, Broadway—The

NATIONAL THEATRE, Chambers Street—The

WALLACK'S THEATRE, Broadway—The

AMERICAN MUSKUM, Broadway—The

FRANCON'S HIPPODROME, Madison Square—The

CHRISTY'S AMERICAN OPERA HOUSE, 47 Broadway—The

WOOD'S MINSTRELS, Wood's Minstrel Hall, 44 Broadway—The

BUCKLEY'S OPERA HOUSE, 52 Broadway—The

BARCLAY'S OPERA HOUSE, 55 Broadway—The

ROSE CHAPEL, 11 Broadway—The

ACADEMY HALL, 55 Broadway—The

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war of independence, in extending the limits of Texas after its annexation to the United States.

Special attention is directed to the highly interesting extracts from a letter written by an officer of the Japanese expedition, relative to the reception of the Japanese in the Bay of Jedo, the appearance of the natives, interviews with the authorities, &c.

Prof. Butler, who was shot at Louisville, by Matthew Ward, on Wednesday morning, died on the same evening.

The General Assembly of Rhode Island adjourned after a session of two days and a half. Only two public acts were passed during the session, viz.: one calling together the Constitutional Convention, and the other making railroad and steamboat companies responsible for loss of life through the negligence or incompetency of their agents.

The Postmaster General is reported to have authorized double mail service to be performed between Mobile and Montgomery, Ala., in order to secure the regular delivery of the Southern mails. It is to be hoped that this movement will have the much desired effect of at least bringing letters and papers through on the day they are due, even should they be five or six hours beyond time; for under the late arrangement, even within a week, the New Orleans mails have been three and four days behind hand.

In order to refute the oft-repeated abolition charges of the proscription of the freedom of speech in the South, it is only necessary to mention the fact that Lucy Stone is lecturing to crowded houses in Louisville, Ky.

Another lecture was delivered last evening in the Broadway Tabernacle by Mr. D'Arcy McGee, on the Catholics, the Constitution and the Revolution. His object was to prove that the independence of the United States was gained by Catholics as well as Protestants, and that the former pledged their fortunes, their lives, and their sacred honor, with as much alacrity as the latter, and when the time arrived, sealed their devotion to the cause of liberty by the sacrifice of their lives.

A farewell missionary meeting was held last night, at Calvary church, corner of Fourth avenue and Twenty-first street, on the occasion of the departure of Bishop Boone for the Chinese mission at Shanghai. Brief addresses were made by Rev. Dr. Hawkes and others.

The Cunard steamship Africa is fully dued, with three days later intelligence from Europe. Her news is anxiously looked for.

Our Steam Marine and the Administration. It is a curious fact that whilst one of our New York naval architects is about to construct a ship to last twenty-two miles an hour, and another has a steamer in progress of erection which he confidently asserts will make the passage from this port to Europe in seven days—whilst progress is the order of the day in naval architecture, and that branch of the useful arts is keeping pace with the spirit of the age and the active energies of the country in every department of life—and whilst other governments, all over the world, are going ahead in steam armament, the administration at Washington, which, if it do not lead the way, ought to be at least the reflex of the intrepidity and enterprise of the republic, is making a retrograde movement, and is about to destroy, as far as it lies, what individual exertions have accomplished for the glory, the interests, and the moral strength of the United States, upon every ocean and in every climate. Notwithstanding the fine promises in the inaugural address of the President, which turns out to be a *vox et preterea nihil*—empty sound and nothing more—the Cabinet is not merely proceeding at the pace of a tortoise, but is going backwards like the crab. By recent intelligence from the capital, we learn that instead of encouraging these enterprises of the people which reflect honor upon the country and contribute to its power, the chief magistrate intends in his first message to Congress to propose to cut off the patronage afforded by the government to those lines of steamships which carry the mails, and whose fast-sailing qualities ought to teach the administration their duty to the nation in reference to the neglected and disgraceful state of the navy. The only palliation that could be offered, under recent administrations, for that disgrace and that neglect, was the encouragement given by Congress to the erection of steamships by private citizens, which, in case of emergency, could be converted immediately into vessels of war, and placed at the disposal of the government. Even that excuse is now about to be taken away; and before any provision is made to cope with the very feeblest of maritime powers on that great element of which this nation might and ought to be the sovereign, a heavy blow is to be struck at the only substitute we have for that great arm of the public service, whose strength cannot be reduced with impunity.

What have European powers been recently doing, and what are they now doing in the regard to France, Spain, Russia, are actively engaged in increasing the numerical force of their navies. And what is Great Britain doing, which, as we have lately seen from the exhibition at Spitzhead, already possesses a fleet such as the world never saw? Not content with this, the British government are patronizing innumerable lines of steamers for carrying their mails to the ends of the earth; and when we were lately in England, we found that they had entered into a new contract for the erection of a line of clipper steamers to carry the mails in eight days between Liverpool and New York. By this wise policy they seek to accomplish two grand national objects—the first, they intend to recover, if possible, the prestige lost when their best and fastest ocean steamers were beaten by Collins' line—an event in our history which has done more than any other in modern times, except the Mexican war, to raise in the estimation of this country to its true position in the scale of nations; secondly, they make a provident provision for the future, by increasing, at little, if any, expense, the available steam power of Great Britain for purposes of war. Steam has effected a revolution in the science of naval warfare, completely changing its tactics, and presenting new modes of operation. And whenever the next great action is fought on the high seas, it will be found that a tremendous part of this mighty agent has acted in the bloody drama.

It is at such a juncture as this, and when clouds of war seem to gather in the eastern horizon, that our sagacious and patriotic Cabinet propose to cripple and confine the ocean steam power we now possess. Instead of making additions to that great element of strength, or encouraging its extension by private enterprise sustained by the countenance of Congress.

It is steam that gives Great Britain the advantage over the continent of Europe; and steam might give this nation, under a more judicious policy, the advantage over the world in arms. The total tonnage of the continent of Europe, for all kinds of vessels, is two millions, or a little over. England's tonnage more than doubles that amount, and our tonnage is 400,000 less than that of England. While the continent of Europe has but 22,000 guns in commission, England—though from her immense shipping, she might not appear to require so

large a naval force—has, nevertheless, 18,000 guns, which, independently of her merchant steam marine, gives her a preponderance of strength on the ocean, that, while it sets at defiance the wooden walls of the nations of Europe, extends and protects her commerce wherever her "meteor flag" is borne, and has compelled cabinet after cabinet, even in this country, to tamely submit to such indignities and insults as British commanders of the navy from time to time have thought proper to offer to our star-spangled banner.

What is our navy? It consists of eleven ships of the line, one raze, twelve first class frigates, two second class, twenty-one sloops of war, four brigs, three schooners, nine steamers, and some storeships. Of this formidable array, the Mississippi is so badly armed, and her guns so light, that an English war steamer with only one large gun, could destroy her before her fire could take the slightest effect. What is this force, even as a nucleus, to contend against the fleets of Great Britain or France? We are not of those who believe that there is any necessity for a great standing fleet for the United States, though, from the circumstances of the country, a larger fleet than army is required to maintain our own dignity and command the respect of other nations. But what we contend for is, that such a fleet as we have ought to be of the very first quality, in vessels, guns, captains, and equipment; and that it ought, forthwith, to be enlarged from its present low condition in numerical strength, to something like a decent footing, and to an extent in some degree commensurate with the progress of the country and the requirements of its commerce.

For example, there has not been for years in the Baltic a single vessel of war bearing the United States flag, though that is a sea to which our commercial enterprise sends so large a proportion of our shipping. Then look at the miserable sailing qualities of the ships and steamers of our navy. Notwithstanding the improvements of the age in naval construction, the fleet (or rather the apology for a fleet, which we possess), stands just where it did forty years ago. Our war steamers are the worst of all. In the present state of things, two or three British steamers, with guns of long range, could sink every ship and steamer in possession of the government. Yet this country has resources, which, if properly wielded, could soon turn the tables against the combined fleets of the world. Our steam tonnage, including the river navigation, doubles that of Great Britain, and exceeds that of all nations put together. Here, then, we have scientific, practical and mechanical skill sufficient to raise a steam fleet that would outnumber, outrun, and defeat all others. But before this could be accomplished, the amount of disastres that might be sustained in encounter by our navy and merchant marine would be terrible, to say nothing of the exposure of our badly fortified ports. The vast extent of our seaboard demands protection far beyond what a navy four times as large as our present one could afford.

Then look at the list of our old fogey captains in the navy, promoted not by merit, but seniority—men unfit to take a command, as was made evident in the case of the frigate Congress on the Brazilian station, the Cumberland in the Pacific, the Susquehanna in the East Indies, and also the Saratoga—for none of which captains could be found. The low wages paid to seamen—being less by one-third than they can procure in merchant vessels—together with the barbarous system of flogging that prevailed till lately, have driven or kept away almost every good man from the service, and left the decks behind. In short, the face of things in the navy is changed since the days of Bainbridge, Lawrence and Decatur; and had we suddenly a repetition of the war of 1812, we should have a very different tale to tell. The best way to curb the insolence and encroachments which might lead to that result, is to be prepared for it. The only means by which aggression can be prevented, is the possession of the strength to repel it. The true way to maintain peace is to be prepared for war. This was the maxim of the old Roman—in *pax ostendit ferrum*—and it is as true at the present day as it was two thousand years ago.

Our power ought, therefore, to be felt in our navy, not so much in the number of its ships as in their superiority, and the consciousness of the strength that is at its back. But the spoils Cabinet, entertaining a horror of the locomotive, the type of the age, prefer the old stage, and even that they are disposed to back into the ditch, rather than be accused of making progress. By a suicidal course of policy they are preparing to destroy the means of meeting any sudden onslaught that might be made upon that flag which for three score years and ten has braved the battle and the breeze. Is the spirit of George Washington, Patrick Henry, and Andrew Jackson extinct? And is the only patriotism now to be found in our public men, a rage for public plunder and a desire to aggrandize themselves at the expense of the honor, the welfare, and the safety of the glorious land that gave them birth?

THE ASSESSMENTS AT THE CUSTOM HOUSE.—We published in Tuesday's HERALD a scale of the tariff on the salaries of the officers at the Custom House, which money was paid by them on Monday, to the agents of the Van Burenites for the purpose of controlling the coming election. The conduct of these men in submitting to such a tax upon their "wages for service or labor performed" is despicable enough in an ordinary point of view; but it becomes doubly detestable when we ascertain that by this payment the officers commit wilful and corrupt perjury. When an officer of the customs receives for his salary, he is obliged, by a special act of Congress, to subscribe to the following oath:—

"I, _____, do hereby certify on oath, or affirmation, that I have performed the services stated in the above account—that I have received the full sum therein certified, to my own use and benefit; and that I have not paid, deposited, or assigned, nor contracted to pay, deposit, or assign, any part of such compensation to the use of any other person, nor in any way, directly or indirectly, paid or given, nor contracted to pay or give, any reward or compensation for my office or employment, or the emoluments thereof. So help me God."

And subscribed before me, this _____ day of _____, 1853.

The reader must perceive, from reading the above oath, what crime has been committed. We should have some charity for the persons who, knowing that their bread and butter depended upon their compliance with the demand, paid the money demanded by the leaders of a faction. But language can scarcely convey the public detestation of those leaders who creep to power by such crooked and slimy paths. Interference in elections, either by bribery or other means, should be the highest crime under our political laws; but we see the Van Buren

leaders unblushingly collecting money from officers of the customs, for no other purpose than to influence the coming election. If perjury be criminal, the subornation of perjury is certainly a greater crime. The present action of these leaders is exactly what might be expected of them. It will not be pretended that the collectors of the assessments were unaware of the oath which the assessed had taken; and the act of Congress was made especially because the Custom House and other offices had become nothing better than so many vehicles of corruption. Whether or not the action of Congress has been productive of any good results, may be ascertained by a perusal of the facts which we have laid before the public. It is a disgrace to the civilization of the age that they should corrupt a crew as the Spoils Cabinet and their Van Burenite friends should have any voice in the administration of our public affairs.

CURIOUS AND ENTERTAINING FROM WASHINGTON.—One of our special Washington correspondents telegraphs to us a most amusing and interesting little history of political and diplomatic affairs in the capital. He showed up yesterday the designs entertained by Attorney General Cushing to oust Marcy from the Premiership, and to install himself in the vacant berth. To-day he draws aside another fold of the curtain, and gives us some curious revelations about the French mission, the Cabinet organs, and the way in which Mr. Marcy succeeded in being appointed to the post of Secretary of State. These disclosures are only preliminary, and are to be followed up by others still more queer and astonishing. Look out for them.

THE SOLDATIER-FINDING OF THE CROWN.—We read in the Hungarian newspaper, *Pest Naplo*, of the 9th October, as follows:—

PARIS, Oct. 2, 1853. Sir—I beg you to give a place in your valuable paper to the following story, which I have just heard of. It is a story which might give you some idea of the contents that might be given to you from giving them publicity. Giving an account of the discovery of the crown, I beg you to give a place in your valuable paper to the following story, which I have just heard of. It is a story which might give you some idea of the contents that might be given to you from giving them publicity.

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farewell missionary meeting.

A farewell missionary meeting was held last evening at Calvary church, Fourth avenue, on the occasion of the departure of Bishop Boone and other missionaries of the Protestant Episcopal Church, for the mission station at Shanghai, China. The church was well filled, and the occasion was a most interesting one.

The exercises were opened with prayer by Rev. Bishop Wright, and at his conclusion the several gentlemen present proceeded to explain the objects of the present meeting. They had assembled to bid farewell and God-speed to a beloved brother who was about to return to his labors. He lamented that he was unable, by the delicate state of his health, from being present to behold such a large congregation who had come to extend to him their Christian sympathy. It was now time to enter more ardently into the great work which they had been called upon to perform. Their progress thus far had been satisfactory, and he firmly believed that God's blessing had descended upon it. He concluded by introducing to the audience Mr. Tong, a Chinese, from Shanghai, and a candidate for orders, who came forward and said a few words in a very passable English. He was desirous of giving utterance, even if it were in brief sentences, to his feelings. He was about to set out for home, and to leave a country which he had found to be even more wonderful than he had anticipated, for his native land. He had seen the great city of Shanghai, and he had seen the great numbers of Americans. He thanked the Christians of this country for what he had seen and heard for his own country, and he hoped that they would continue their efforts.

A few remarks were then made by Rev. Dr. Nevins. The time was fast passing, and he was about to leave his Providence, preparing for a time coming when in spite of the jealousy which exists in China against the Christian religion, he would be able to enter the country and to preach the Gospel. He concluded by introducing to the audience Mr. Tong, a Chinese, from Shanghai, and a candidate for orders, who came forward and said a few words in a very passable English. He was desirous of giving utterance, even if it were in brief sentences, to his feelings. He was about to set out for home, and to leave a country which he had found to be even more wonderful than he had anticipated, for his native land. He had seen the great city of Shanghai, and he had seen the great numbers of Americans. He thanked the Christians of this country for what he had seen and heard for his own country, and he hoped that they would continue their efforts.

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